

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION Air Traffic Organization Policy

N JO 7110.709

Effective Date:
April 29, 2016

Cancellation Date:
November 10, 2016

SUBJ: Simultaneous Same Direction Operations (SSDO)

1. Purpose of This Notice. This notice amends Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control, Paragraph 3-8-3, Simultaneous Same Direction Operations, by revising Table 3-8-1, to reflect Same Runway Separation (SRS) categories of aircraft with data prescribed in Advisory Circular 150/5300-13, Airport Design.

2. Audience. This notice applies to the Air Traffic Services organization and all associated airport traffic control tower (ATCT) facilities.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.

4. Explanation of Policy Change. This change uses the SRS categories to describe the aircraft conducting simultaneous operations to which paragraph 3-8-3 minima apply and is consistent with current airport design standards for runway safety areas (RSA) that are intended to protect aircraft that veer off of a runway towards an adjacent runway.

5. Procedures. Change JO 7110.65, paragraph 3-8-3 to read as follows:

3-8-3. SIMULTANEOUS SAME DIRECTION OPERATIONS

Title through subparagraph b, No change.

c. The distance between the parallel runways or landing strips is in accordance with those specified in TBL 3-8-1.

TBL 3-8-1
Same Direction Distance Minima

Aircraft Category	Minimum Distance (feet) between parallel	
	Runway centerlines	Edges of adjacent strips or runway and strip
Category I or Category II	300	200
If either aircraft is a Category III	500	400
If either aircraft is a Heavy	700	600

NOTE-

1. *Aircraft Categories specified in Table 3-8-1 are Same Runway Separation (SRS) categories as indicated in Paragraph 3-9-6, Same Runway Separation.*

2. *When conducting Simultaneous Same Direction Operations (SSDO), applicable Wake Turbulence provisions apply.*

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, System Operations; and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. Many inquiries regarding the requirements, terminology, and proper application of the procedures contained in Federal Aviation Administration (FAA) Order JO 7110.65, Paragraph 3-8-3, SSDO, have led to numerous, and often conflicting interpretations without connectivity to any source document/reference. There have been four waivers issued to facilities conducting SSDO. This change allows for the reduction in the number of or elimination of these waivers.

Current terminology used to describe aircraft categories in Table 3-8-1 is inconsistent with terms used to describe aircraft in both AC 150/5300-13 and FAA JO 7110.65. For example, the current term "twin engine propeller driven" used in Table 3-8-1 lacks any specified weight, thereby unnecessarily grouping some small Category II aircraft with some large Category III aircraft. Likewise, the terminology "All others" includes anything not captured by the terms "single engine propeller driven" and "twin engine propeller driven" categories which mistakenly groups small helicopter and even small jets with heavy aircraft. Both of these examples demonstrates a lack of connectivity with the stated purposes of the prescribed distance minima.

The Flight Standards Service (AFS) has adopted the lateral Runway Safety Area (RSA) distances contained in Advisory Circular (AC) 150/5300-13, Airport Design, as the approved standard for conducting SSDO. Criteria used in AC 150/5300-13 to determine the RSA dimensions is a combination of aircraft approach category and the Airplane Design Group (ADG). There is no way to directly correlate the standards in the AC with the terminology used to describe aircraft categories in FAA JO 7110.65 which are based largely on weight. However, by cross referencing ADG data and aircraft maximum certified takeoff weights in the AC with the aircraft same runway separation (SRS) category definitions in FAA JO 7110.65 (Category I, II and III), it is possible to capture all applicable RSA dimensions in the AC for the aircraft categories used by ATC and update the terminology used in Table 3-8-1 accordingly.

Signed by Steven Gottlieb for
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3/29/2016

Date Signed